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(54) RAILCAR AND DOOR POCKET POST

SCHIENENFAHRZEUG UND TÜRAIRBAGSÄULE DAFÜR

VOITURE DE CHEMINS DE FER ET COLONNE DE SAC DE PORTE

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EP 2 862 774 B1

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Description

Technical Field

[0001] The present invention relates to a railcar and particularly to structures around a side entrance.

Background Art

[0002] Conventionally, according to a railcar, such as the shinkansen (trademark), which travels at high speed, in order to obtain excellent comfortability in the railcar, a side sliding door that opens or closes a side entrance adopts an airtight structure to suppress pressure variation inside the railcar. For example, as shown in Fig. 5, PTL 1 discloses a railcar 100 configured such that both end portions of a side sliding door 120 are respectively pressed, via rubber seals 150, against a door pocket post 130 and a door stop post 140 respectively provided at both sides of a side entrance 110.

[0003] To secure the airtightness, the door pocket post 130 has to have relatively high stiffness. The door pocket post 130 has a double skin structure that is flat in a car-longitudinal direction. Specifically, the door pocket post 130 is configured such that an outer portion 131 and an inner portion 132 are coupled to each other by coupling portions 133. According to the railcar 100 disclosed in PTL 1, an edge portion 135, extending along the side entrance 110, of the door pocket post 130 is located outwardly of the inner portion 132 in a car-width direction, and a rubber seal 150 is attached to the edge portion 135.

[0004] Two further exemplary railcar door arrangements are known from PTL 2 and PTL 3.

Citation List

Patent Literature

[0005]

PTL 1: Japanese Laid-Open Patent Application Publication No. 2001-58568

PTL 2: JP 3041523 U

PTL 3: JP 2000-344096 A

Summary of Invention

Technical Problem

[0006] In the case of using the door pocket post 130 having the double skin structure, because of the thickness of the door pocket post 130, the inner portion 132 gets close to the side sliding door 120 when the side sliding door 120 is pulled into a door pocket space adjacent to the inner portion 132. To satisfactorily perform the operation of pulling the side sliding door 120 into the door pocket space, a certain clearance needs to be secured between the side sliding door 120 and a bodyshell

(the door pocket post 130) over the entire surface of the inner portion 132. Therefore, in a case where the clearance between the side sliding door 120 and the door pocket post 130 is narrow, the clearance needs to be increased.

[0007] Normally, the side sliding door 120 and the bodyshell including the door pocket post 130 are separately manufactured. Therefore, the above operation of adjusting the clearance is performed in a step of incorporating the side sliding door 120 in the bodyshell after the bodyshell is manufactured. For example, the operation of adjusting the clearance for satisfactorily pulling the side sliding door into the door pocket space is performed in such a manner that the clearance between the door pocket post 130 and the side sliding door 120 is increased to become equal to or larger than a certain value over the entire surface of the inner portion 132 by, for example, heating an area, including the door pocket post 130, of the bodyshell while pressing the door pocket post 130 by a hydraulic jack or the like.

[0008] In addition to the above adjusting operation, in order to secure the airtightness, it is also necessary to adjust the clearance between the side sliding door and the bodyshell before the side sliding door 120 is pressed against the edge portion 135 at the time of a door closed state (hereinafter may be referred to as "at the time of a closed state"). To be specific, the side sliding door 120 and the bodyshell require both the operation of adjusting the clearance for satisfactorily pulling the side sliding door 120 into the door pocket space and the operation of adjusting the clearance for securing the airtightness at the time of the door closed state.

[0009] A problem of the conventional railcar is that it requires a lot of labor and time to adjust the clearance between the side sliding door and the bodyshell as above.

[0010] Here, an object of the present invention is to provide a railcar capable of reducing an operation of adjusting a clearance between a side sliding door and a bodyshell, and a door pocket post suitable for this railcar.

Solution to Problem

[0011] To solve the above problem, a railcar of the present invention is defined by the technical features set forth in claim 1 and includes: a side entrance peripheral member including a door pocket post and surrounding a side entrance, the door pocket post having a double skin structure in which an outer portion and an inner portion are coupled to each other by a coupling portion, the inner portion being provided inwardly of the outer portion in a car-width direction; and a side sliding door including a peripheral portion that is pressed against an edge portion, extending along the side entrance, of the side entrance peripheral member via a rubber seal at the time of a closed state of the side entrance, the side sliding door being pulled into a door pocket space, adjacent to the inner portion of the door pocket post, at the time of an open state of the side entrance, wherein a projecting

portion projecting inwardly in the car-width direction beyond the inner portion and including a tip end that contacts the rubber seal is provided at at least a part of a region constituted by an upper edge and lower edge of the edge portion of the side entrance peripheral member and a lateral edge, located at the door pocket post side, of the edge portion of the side entrance peripheral member.

[0012] According to the above configuration, the projecting portion that contacts the rubber seal is provided at the edge portion of the side entrance peripheral member. Therefore, the clearance (clearance for satisfactorily pulling the side sliding door into the door pocket space) between the inner portion of the door pocket post and the side sliding door becomes larger than the clearance (clearance for securing the airtightness) between the projecting portion and the side sliding door. On this account, the operation of adjusting the clearance is required only at a narrow range corresponding to the projecting portion. Thus, the operation of adjusting the clearance between the side sliding door and the bodyshell can be reduced.

[0013] A door pocket post of the present invention is a door pocket post provided at one side of a side entrance of a railcar and includes: an outer portion; an inner portion provided inwardly of the outer portion in a car-width direction; a coupling portion coupling the outer portion and the inner portion; a vertical bar portion where an end portion, located at the side entrance side, of the outer portion and an end portion, located at the side entrance side, of the inner portion converge; and a projecting portion provided at the vertical bar portion and projecting inwardly in the car-width direction beyond the inner portion.

Advantageous Effects of Invention

[0014] The present invention can provide a railcar capable of reducing an operation of adjusting a clearance between a side sliding door and a bodyshell, and a door pocket post suitable for this railcar.

Brief Description of Drawings

[0015]

Fig. 1 is a cross-sectional view of structures around a side entrance of a railcar according to one embodiment of the present invention.

Fig. 2A is a diagram showing a bodyshell around the side entrance, when viewed from an inner side in a car-width direction. Fig. 2B is a cross-sectional view taken along line IIB-IIB of Fig. 2A.

Fig. 3 is an enlarged view of major components of Fig. 1.

Fig. 4 is a cross-sectional view of a door pocket post of Modification Example.

Fig. 5 is a cross-sectional view showing the structures around the side entrance of the conventional railcar.

Description of Embodiments

[0016] Hereinafter, an embodiment of the present invention will be explained in reference to the drawings.

[0017] Fig. 1 shows a railcar 1 according to one embodiment of the present invention. The railcar 1 includes: a side entrance peripheral member 7 surrounding a side entrance 2; and a side sliding door 3 configured to open and close the side entrance 2. In Fig. 1, a left-right direction corresponds to a car-longitudinal direction, and an upper-lower direction corresponds to a car-width direction.

[0018] As shown in Fig. 2A, the side entrance 2 has a vertically long, substantially rectangular shape. The side entrance peripheral member 7 includes a frame-shaped edge portion extending along the side entrance 2. Specifically, the side entrance peripheral member 7 includes: a door stop post 5 and a door pocket post 6 respectively provided at left and right sides of the side entrance 2; a lintel member 16 provided at an upper side of the side entrance 2; and a doorsill member 17 provided at a lower side of the side entrance 2. Further, the side entrance peripheral member 7 includes: fixed side corner members 13 respectively provided between the door stop post 5 and the lintel member 16 and between the door stop post 5 and the doorsill member 17; and movable side corner members 14 respectively provided between the door pocket post 6 and the lintel member 16 and between the door pocket post 6 and the doorsill member 17. The corner members 13 and 14 respectively form four quarter-circular corners of the side entrance 2.

[0019] However, the configuration of the side entrance peripheral member 7 is not limited to the configuration shown in Fig. 2A. For example, instead of providing the movable side corner member 14 located at the lower side, the door pocket post 6 may be joined to a side sill constituting an underframe. Or, instead of providing the movable side corner member 14 located at the upper side, the door pocket post 6 may be joined to the lintel member 16 or a cantrail 18.

[0020] As shown in Fig. 2B, each of the door pocket post 6 and the door stop post 5 extends in the upper-lower direction while slightly curving along the contours of the railcar 1 in the car-width direction. The door pocket post 6 and the door stop post 5 are members formed by extrusion and are provided such that an extrusion direction corresponds to its longitudinal direction.

[0021] A plurality of shape members 15 each extending in the car-longitudinal direction are lined up in the upper-lower direction so as to be located at a side of the door pocket post 6, the side being opposite to a side where the side entrance 2 is provided. The shape members 15 and the door pocket post 6 are joined to one another by welding. The door pocket post 6 and the shape members 15 covers, from an outer side in the car-width direction, a door pocket space 10 (see Fig. 1) into which the side sliding door 3 is pulled.

[0022] Referring again to Fig. 1, a pair of covers 11

that form a passage extending from a car-inner space to the side entrance 2 are provided inwardly of the side sliding door 3 in the car-width direction. Each of the covers 11 has a substantially U-shaped cross section, and the U shapes of the covers 11 are open in directions opposite to each other. The cover 11 located at the door pocket post 6 side separates the door pocket space 10 from the car-inner space and the passage, and a stopper 30 is provided between the cover 11 located at the door stop post 5 side and the door stop post 5 such that the side sliding door 3 contacts the stopper 30 to stop.

[0023] The door pocket post 6 and the door stop post 5 respectively include vertical bar portions 64 and 51 extending along the side entrance 2. Each of outer surfaces of the vertical bar portions 64 and 51 inclines inwardly in the car-width direction as it gets close to the side entrance 2. Each of the vertical bar portions 64 and 51 tapers toward the side entrance 2. The vertical bar portion 64 of the door pocket post 6 and portions of the movable side corner members 14 constitute one of lateral edges of the edge portion of the side entrance peripheral member 7, each of the portions being located at the door pocket post 6 side of an intermediate point of a circular-arc portion of the movable side corner member 14. The vertical bar portion 51 of the door stop post 5 and portions of the fixed side corner members 13 constitute the other lateral edge of the edge portion of the side entrance peripheral member 7, each of the portions being located at the door stop post 5 side of the intermediate point of the circular-arc portion of the fixed side corner member 13. A lower portion of the lintel member 16, a portion of the corner member 13 located at the upper side, and a portion of the corner member 14 located at the upper side constitute an upper edge of the edge portion of the side entrance peripheral member 7, the portion of the corner member 13 being located at the lintel member 16 side of the intermediate point of the circular-arc portion of the corner member 13, the portion of the corner member 14 being located at the lintel member 16 side of the intermediate point of the circular-arc portion of the corner member 14. An upper portion of the doorsill member 17, a portion of the corner member 13 located at the lower side, and a portion of the corner member 14 located at the lower side constitute a lower edge of the edge portion of the side entrance peripheral member 7, the portion of the corner member 13 being located at the doorsill member 17 side of the intermediate point of the circular-arc portion of the corner member 13, the portion of the corner member 14 being located at the doorsill member 17 side of the intermediate point of the circular-arc portion of the corner member 14.

[0024] The side sliding door 3 has a vertically long, rectangular shape slightly larger than the side entrance 2. The side sliding door 3 is moved by a driving unit, not shown, along the car-longitudinal direction between a closed position where both width direction end portions of the side sliding door 3 respectively overlap the vertical bar portion 64 of the door pocket post 6 and the edge

portion 51 of the door stop post 5 and an open position where the side sliding door 3 is opposed to the door pocket post 6 and the shape members 15. To be specific, when the side sliding door 3 is moved to the closed position, it closes the side entrance 2, and when the side sliding door 3 is moved to the open position, it is pulled into the door pocket space 10 to open the side entrance 2. A contact member 35 configured to contact the stopper 30 when the side sliding door 3 is moved to the closed position is attached to an end surface of the side sliding door 3, the end surface being located at the door stop post 5 side.

[0025] In the present embodiment, an annular rubber seal 4 along a peripheral portion of the side sliding door 3 is attached to the peripheral portion. Specifically, a step portion 31 is formed at the peripheral portion of the side sliding door 3. The step portion 31 is depressed inwardly in the car-width direction from a main surface 3a, facing outwardly in the car-width direction, of the side sliding door 3. The rubber seal 4 is fixed to the step portion 31.

[0026] Cylinders 12 are respectively provided in spaces respectively surrounded by the covers 11. At the time of the closed state of the side entrance 2, the cylinders 12 are used for the purpose of pressing the peripheral portion of the side sliding door 3 via the rubber seal 4 against the edge portion, extending along the side entrance 2, of the side entrance peripheral member 7. The cylinders 12 may be provided such that rods thereof extend and contract in the car-width direction to allow the cylinders 12 to directly push both width direction end portions of the side sliding door 3 or such that the rods thereof extend and contract in the upper-lower direction to allow the cylinders 12 to push both end portions of the side sliding door 3 via link mechanisms.

[0027] It should be noted that the peripheral portion of the side sliding door 3 does not necessarily have to be pressed against the edge portion of the side entrance peripheral member 7 via the rubber seal 4 over the entire periphery. For example, the rubber seal 4 may have an inverted U shape that is open downward, and the peripheral portion of the side sliding door 3 may be pressed against the lateral edges and upper edge of the edge portion of the side entrance 7.

[0028] Next, the configuration of the door pocket post 6 will be explained in more detail in reference to Fig. 3.

[0029] The door pocket post 6 has a double skin structure that is flat in the car-longitudinal direction. Specifically, the door pocket post 6 includes: an outer portion 61 facing outwardly in the width direction; and an inner portion 62 provided inwardly of the outer portion 61 in the car-width direction. The outer portion 61 and the inner portion 62 are coupled to each other by a plurality of coupling portions 63. In other words, voids are secured between the outer portion 61 and the inner portion 62 by the coupling portions 63.

[0030] The inner portion 62 is linearly connected to the vertical bar portion 64. In contrast, an end portion, located at the side entrance 2 side, of the outer portion 61 is bent

inwardly in the car-width direction so as to form an inclined surface that is continuous with the outer surface of the vertical bar portion 64. In other words, the vertical bar portion 64 is a portion where an end portion, located at the side entrance 2 side, of the inner portion 62 and the end portion, located at the side entrance 2 side, of the outer portion 61 converge. It should be noted that the inner portion 62 does not necessarily have to be linear over the entire width. For example, as shown in Fig. 4, the end portion, located at the side entrance 2 side, of the inner portion 62 may be bent outwardly in the car-width direction.

[0031] A projecting portion 65 projecting inwardly in the car-width direction beyond the inner portion 62 is provided at a region of the vertical bar portion 64, the region corresponding to the rubber seal 4 when the side sliding door 3 is moved to the closed position. To be specific, when the side sliding door 3 is pushed by the cylinder 12 (see Fig. 1) as shown by an arrow C in Fig. 3, a tip end of the projecting portion 65 contacts the rubber seal 4.

[0032] A clearance A between the side sliding door 3 and the projecting portion 65 of the door pocket post 6 before the peripheral portion of the side sliding door 3 is pressed against the edge portion of the side entrance peripheral member 7 at the time of the closed state of the side entrance 2 is smaller than a clearance B between the side sliding door 3 and the inner portion 62 of the door pocket post 6 at the time of the open state of the side entrance 2. In other words, the clearance B for satisfactorily pulling the side sliding door 3 into the door pocket space is larger than the clearance A for securing the airtightness.

[0033] According to conventional structures, when adjusting the clearance between the side sliding door 3 and the side entrance peripheral member 7, the value of the clearance A and the value of the clearance B are substantially equal to each other. Therefore, the adjustment of the clearance needs to be performed over a wide range of the inner portion 62 of the door pocket post 6. On this account, this operation requires a lot of labor and time. However, according to the railcar 1 of the present embodiment, the operation of adjusting the clearance is required only at a narrow range corresponding to the projecting portion 65 (for example, an operation of cutting the projecting portion 65). Therefore, the operation of adjusting the clearance between the side sliding door 3 and the bodyshell can be reduced.

[0034] The rubber seal 4 may be attached to the edge portion of the side entrance peripheral member 7. However, in this case, the large cover 11 shown in Fig. 1 and the like need to be detached at the time of the replacement of the rubber seal 4. Therefore, this replacement operation requires a lot of labor. In contrast, in a case where the rubber seal 4 is attached to the peripheral portion of the side sliding door 3 as in the present embodiment, the rubber seal 4 can be replaced only by, for example, detaching the contact member 35 (see Fig. 1) and moving the side sliding door 3. To be specific, according

to the railcar of the present embodiment, the ease of maintenance can be improved.

[0035] Further, according to the present embodiment, the step portion 31 to which the rubber seal 4 is fixed is formed at the peripheral portion of the side sliding door 3. Therefore, at the time of the closed state of the side entrance 2, the rubber seal 4 is not exposed so much from between the vertical bar portion 64 of the door pocket post 6 and the side sliding door 3. In contrast, in a case where the step portion 31 is not formed, the rubber seal 4 is largely exposed from between the vertical bar portion 64 of the door pocket post 6 and the side sliding door 3, so that a cover for the rubber seal 4 is required. To be specific, in a case where the step portion 31 is formed as in the present embodiment, the number of parts can be reduced.

[0036] According to the present embodiment, the projecting portion 65 projecting inwardly in the car-width direction beyond the inner portion 62 is provided at the door pocket post 6. However, the present invention is not limited to this. The projecting portion 65 may be provided at a component (the lintel member 16, the doorsill member 17, or the corner member 13 or 14) other than the door pocket post 6 of the side entrance peripheral member 7. To be specific, the projecting portion 65 is only required to be provided at at least a part of a substantially U-shaped region constituted by an upper edge and lower edge of the edge portion, extending along the side entrance 2, of the side entrance peripheral member 7 and a lateral edge, located at the door pocket post 6 side, of the edge portion of the side entrance peripheral member 7. It should be noted that in a case where the projecting portion 65 is provided at the vertical bar portion 64 of the door pocket post 6 as in the present embodiment, satisfactory airtightness can be obtained as compared to a case where the projecting portion 65 is provided at the lintel member 16 or the doorsill member 17. The projecting portion 65 as a separate member may constitute the side entrance peripheral member 7 instead of being integrated with the door pocket post 6 and the like.

Outline

[0037] The above-described railcar includes: a side entrance peripheral member including a door pocket post and surrounding a side entrance, the door pocket post having a double skin structure in which an outer portion and an inner portion are coupled to each other by a coupling portion, the inner portion being provided inwardly of the outer portion in a car-width direction; and a side sliding door including a peripheral portion that is pressed against an edge portion, extending along the side entrance, of the side entrance peripheral member via a rubber seal at the time of a closed state of the side entrance, the side sliding door being pulled into a door pocket space, adjacent to the inner portion of the door pocket post, at the time of an open state of the side entrance, wherein a projecting portion projecting inwardly in the

car-width direction beyond the inner portion and including a tip end that contacts the rubber seal is provided at at least a part of a region constituted by an upper edge and lower edge of the edge portion of the side entrance peripheral member and a lateral edge, located at the door pocket post side, of the edge portion of the side entrance peripheral member.

[0038] According to this configuration, the projecting portion that contacts the rubber seal is provided at the edge portion of the side entrance peripheral member. Therefore, the clearance (clearance for satisfactorily pulling the side sliding door into the door pocket space) between the inner portion of the door pocket post and the side sliding door becomes larger than the clearance (clearance for securing the airtightness) between the projecting portion and the side sliding door. On this account, the operation of adjusting the clearance is required only at the narrow range corresponding to the projecting portion. Thus, the operation of adjusting the clearance between the side sliding door and the bodyshell can be reduced.

[0039] According to the above-described railcar, a clearance between the side sliding door and the projecting portion before the peripheral portion of the side sliding door is pressed against the edge portion at the time of the closed state of the side entrance is smaller than a clearance between the side sliding door and the inner portion of the door pocket post at the time of the open state of the side entrance.

[0040] According to the above-described railcar, the door pocket post includes a vertical bar portion where an end portion, located at the side entrance side, of the outer portion and an end portion, located at the side entrance side, of the inner portion converge, and the projecting portion is provided at the vertical bar portion. Therefore, the satisfactory airtightness can be obtained.

[0041] According to the above-described railcar, the rubber seal is attached to the peripheral portion of the side sliding door. Therefore, the ease of maintenance can be improved.

[0042] According to the above-described railcar, a step portion is formed at the peripheral portion of the side sliding door, the step portion being depressed inwardly in the car-width direction from a main surface, facing outwardly in the car-width direction, of the side sliding door, and the rubber seal is fixed to the step portion. Therefore, the number of parts can be reduced.

[0043] The foregoing has explained the embodiment of the present invention in reference to the drawings. However, the specific configurations of the present invention are not limited to the above embodiment. Design changes and the like may be made insofar as they remain within the scope of the present invention as defined by the claims.

Reference Signs List

[0044]

- 1 railcar
- 10 door pocket space
- 2 side entrance
- 3 side sliding door
- 5 4 rubber seal
- 6 door pocket post
- 61 outer portion
- 62 inner portion
- 63 coupling portion
- 10 64 vertical bar portion
- 65 projecting portion
- 7 side entrance peripheral member

15 Claims

1. A railcar (1) comprising:

a side entrance peripheral member (7) including a door pocket post (6) and surrounding a side entrance (2) of the railcar, the door pocket post (6) having a double skin structure in which an outer portion (61) and an inner portion (62) are coupled to each other by a coupling portion (63), the inner portion (62) being provided inwardly of the outer portion (61) in a car-width direction; and

a side sliding door (3) including a peripheral portion that is pressed against an edge portion of the side entrance peripheral member (7) via a rubber seal (4) at the time of a closed state of the side entrance (2), the edge portion of the side entrance peripheral member extending along the side entrance (2), the side sliding door (3) being pulled into a door pocket space (10) adjacent to the inner portion (62) of the door pocket post (6) at the time of an open state of the side entrance (2), wherein the side entrance peripheral member includes a projecting portion (65) projecting inwardly in the car-width direction from the inner portion to beyond the inner portion (62) into the door pocket space in the car-width direction, the projecting portion including a tip end that contacts the rubber seal (4) provided at at least a part of a region constituted by an upper edge and lower edge of the edge portion of the side entrance peripheral member (7) and a lateral edge of the edge portion of the side entrance peripheral member (7), the lateral edge being located at the door pocket post side.

2. The railcar according to claim 1, wherein a clearance between the side sliding door (3) and the projecting portion (65) before the peripheral portion of the side sliding door (3) is pressed against the edge portion at the time of the closed state of the side entrance (2) is smaller than a clearance between the side slid-

ing door (3) and the inner portion (62) of the door pocket post (6) at the time of the open state of the side entrance (2).

3. The railcar according to claim 1 or 2, wherein:

the door pocket post (6) includes a vertical bar portion (64) located at a convergence of an end portion of the outer portion (61), which is located at the side entrance side and an end portion of the inner portion (62), which is located at the side entrance side; and the projecting portion (65) is provided at the vertical bar portion (64).

4. The railcar according to any one of claims 1 to 3, wherein the rubber seal (4) is attached to the peripheral portion of the side sliding door (3).

5. The railcar according to claim 4, wherein:

a step portion (31) is formed at the peripheral portion of the side sliding door (3), the step portion (31) being depressed inwardly in the car-width direction from a main surface (3a) of the side sliding door (3), the main surface facing outwardly in the car-width direction; and the rubber seal (4) is fixed to the step portion (31).

Patentansprüche

1. Schienenfahrzeug (1), aufweisend:

ein Seiteneingangsumfangelement (7), das einen Türtaschenpfosten (6) aufweist und einen Seiteneingang (2) des Schienenfahrzeugs umgibt, wobei der Türtaschenpfosten (6) eine Doppelhautstruktur aufweist, bei der ein äußerer Abschnitt (61) und ein innerer Abschnitt (62) über einen Kopplungsabschnitt (63) miteinander gekoppelt sind, wobei der innere Abschnitt (62) in einer Fahrzeugbreitenrichtung innen von dem äußeren Abschnitt (61) vorgesehen ist, und eine seitlich gleitende Schiebetür (3), die einen Umfangsabschnitt aufweist, der zum Zeitpunkt eines geschlossenen Zustands des Seiteneingangs (2) über eine Gummidichtung (4) gegen einen Randabschnitt des Seiteneingangsumfangelements (7) gepresst wird, wobei sich der Randabschnitt des Seiteneingangsumfangelements entlang dem Seiteneingang (2) erstreckt, wobei die seitlich gleitende Schiebetür (3) zum Zeitpunkt eines geöffneten Zustands des Seiteneingangs (2) in einen Türtaschenraum (10), der an den inneren Abschnitt (62) des Türtaschenpfostens (6) angrenzt, gezogen

wird, wobei

das Seiteneingangsumfangelement einen vorstehenden Abschnitt (65) aufweist, der in der Fahrzeugbreitenrichtung von dem inneren Abschnitt über den inneren Abschnitt hinaus in der Fahrzeugbreitenrichtung nach innen in den Türtaschenraum vorsteht, wobei der vorstehende Abschnitt (62) ein Spitzenende aufweist, das die Gummidichtung (4) berührt, die an wenigstens einem Teil eines Bereichs vorgesehen ist, der durch einen oberen Rand und einen unteren Rand des Randabschnitts des Seiteneingangsumfangelements (7) und einen seitlichen Rand des Randabschnitts des Seiteneingangsumfangelements (7) gebildet ist, wobei sich der seitliche Rand auf der Seite des Türtaschenpfostens befindet.

2. Schienenfahrzeug nach Anspruch 1, wobei, bevor der Umfangsabschnitt der seitlich gleitenden Schiebetür (3) zum Zeitpunkt des geschlossenen Zustands des Seiteneingangs (2) gegen den Randabschnitt gepresst wird, ein Zwischenraum zwischen der seitlich gleitenden Schiebetür (3) und dem vorstehenden Abschnitt (65) zum Zeitpunkt des geöffneten Zustands des Seiteneingangs 2 kleiner als ein Zwischenraum zwischen der seitlich gleitenden Schiebetür (3) und dem inneren Abschnitt (62) des Türtaschenpfostens (6) ist.

3. Schienenfahrzeug nach Anspruch 1 oder 2, wobei:

der Türtaschenpfosten (6) einen vertikalen Stangenabschnitt (64) aufweist, der sich an einer Stelle befindet, an der ein auf der Seiteneingangsseite befindlicher Endabschnitt des äußeren Abschnitts (61) und ein auf der Seiteneingangsseite befindlicher Endabschnitt des inneren Abschnitts (62) zusammentreffen, und der vorstehende Abschnitt (65) an dem vertikalen Stangenabschnitt (64) vorgesehen ist.

4. Schienenfahrzeug nach einem der Ansprüche 1 bis 3, wobei die Gummidichtung (4) an dem Umfangsabschnitt der seitlich gleitenden Schiebetür (3) angebracht ist.

5. Schienenfahrzeug nach Anspruch 4, wobei:

ein Stufenabschnitt (31) an dem Umfangsabschnitt der seitlich gleitenden Schiebetür (3) ausgebildet ist, wobei der Stufenabschnitt (31) in der Fahrzeugbreitenrichtung von einer Hauptfläche (3a) der seitlich gleitenden Schiebetür (3) nach innen niedergedrückt wird, wobei die Hauptfläche in der Fahrzeugbreitenrichtung nach außen zeigt, die Gummidichtung (4) an dem Stufenabschnitt

(31) befestigt ist.

Revendications

1. Véhicule sur rails (1), comprenant :

un organe périphérique (7) d'entrée latérale, comportant un montant de cavité de porte (6) et entourant une entrée latérale (2) du véhicule sur rails, le montant de cavité de porte (6) ayant une structure à double peau dans laquelle une partie extérieure (61) et une partie intérieure (62) sont accouplées l'une à l'autre par une partie d'accouplement (63), la partie intérieure (62) étant prévue vers l'intérieur de la partie extérieure (61) dans la direction de la largeur du véhicule ; et une porte coulissante latérale (3) comportant une partie périphérique qui est pressée contre une partie de bord de l'organe périphérique (7) d'entrée latérale par le biais d'un joint en caoutchouc (4) dans l'état fermé de l'entrée latérale (2), la partie de bord de l'organe périphérique d'entrée latérale s'étendant le long de l'entrée latérale (2), la porte coulissante latérale (3) étant tirée dans un espace de cavité de porte (10) adjacent à la partie intérieure (62) du montant de cavité de porte (6) dans l'état ouvert de l'entrée latérale (2), l'organe périphérique d'entrée latérale comportant une partie saillante (65) faisant saillie vers l'intérieur dans la direction de la largeur du véhicule depuis la partie intérieure jusqu'au-delà de la partie intérieure (62) dans l'espace de cavité de porte dans la direction de la largeur du véhicule, la partie saillante comportant une extrémité de pointe qui vient en contact avec le joint en caoutchouc (4) prévu au niveau d'au moins une partie d'une région constituée par un bord supérieur et un bord inférieur de la partie de bord de l'organe périphérique (7) d'entrée latérale et par un bord latéral de la partie de bord de l'organe périphérique (7) d'entrée latérale, le bord latéral étant situé au niveau du côté du montant de cavité de porte.

2. Véhicule sur rails selon la revendication 1, dans lequel un dégagement entre la porte coulissante latérale (3) et la partie saillante (65) avant que la partie périphérique de la porte coulissante latérale (3) ne soit pressée contre la partie de bord dans l'état fermé de l'entrée latérale (2) est inférieur à un dégagement entre la porte coulissante latérale (3) et la partie intérieure (62) du montant de cavité de porte (6) dans l'état ouvert de l'entrée latérale (2).
3. Véhicule sur rails selon la revendication 1 ou 2, dans lequel :

le montant de cavité de porte (6) comporte une partie de barre verticale (64) située à la convergence d'une partie d'extrémité de la partie extérieure (61), qui est située au niveau du côté de l'entrée latérale, et d'une partie d'extrémité de la partie intérieure (62), qui est située au niveau du côté de l'entrée latérale ; et la partie saillante (65) est prévue au niveau de la partie de barre verticale (64).

4. Véhicule sur rails selon l'une quelconque des revendications 1 à 3, dans lequel le joint en caoutchouc (4) est attaché à la partie périphérique de la porte coulissante latérale (3).

5. Véhicule sur rails selon la revendication 4, dans lequel :

une partie formant marche (31) est formée au niveau de la partie périphérique de la porte coulissante latérale (3), la partie formant marche (31) étant renforcée vers l'intérieur dans la direction de la largeur du véhicule à partir d'une surface principale (3a) de la porte coulissante latérale (3), la surface principale étant orientée vers l'extérieur dans la direction de la largeur du véhicule, et le joint en caoutchouc (4) est fixé à la partie formant marche (31).

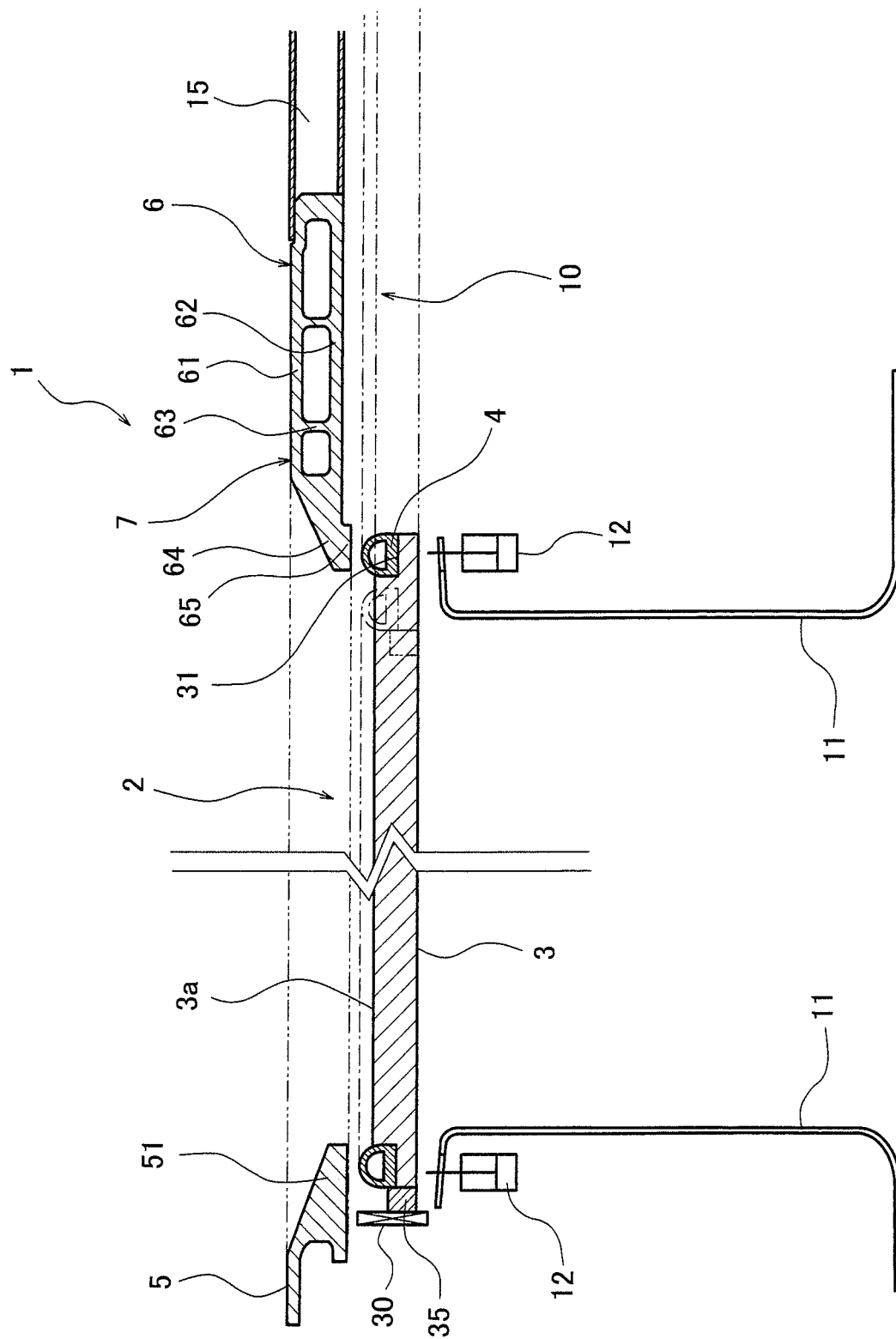


Fig. 1

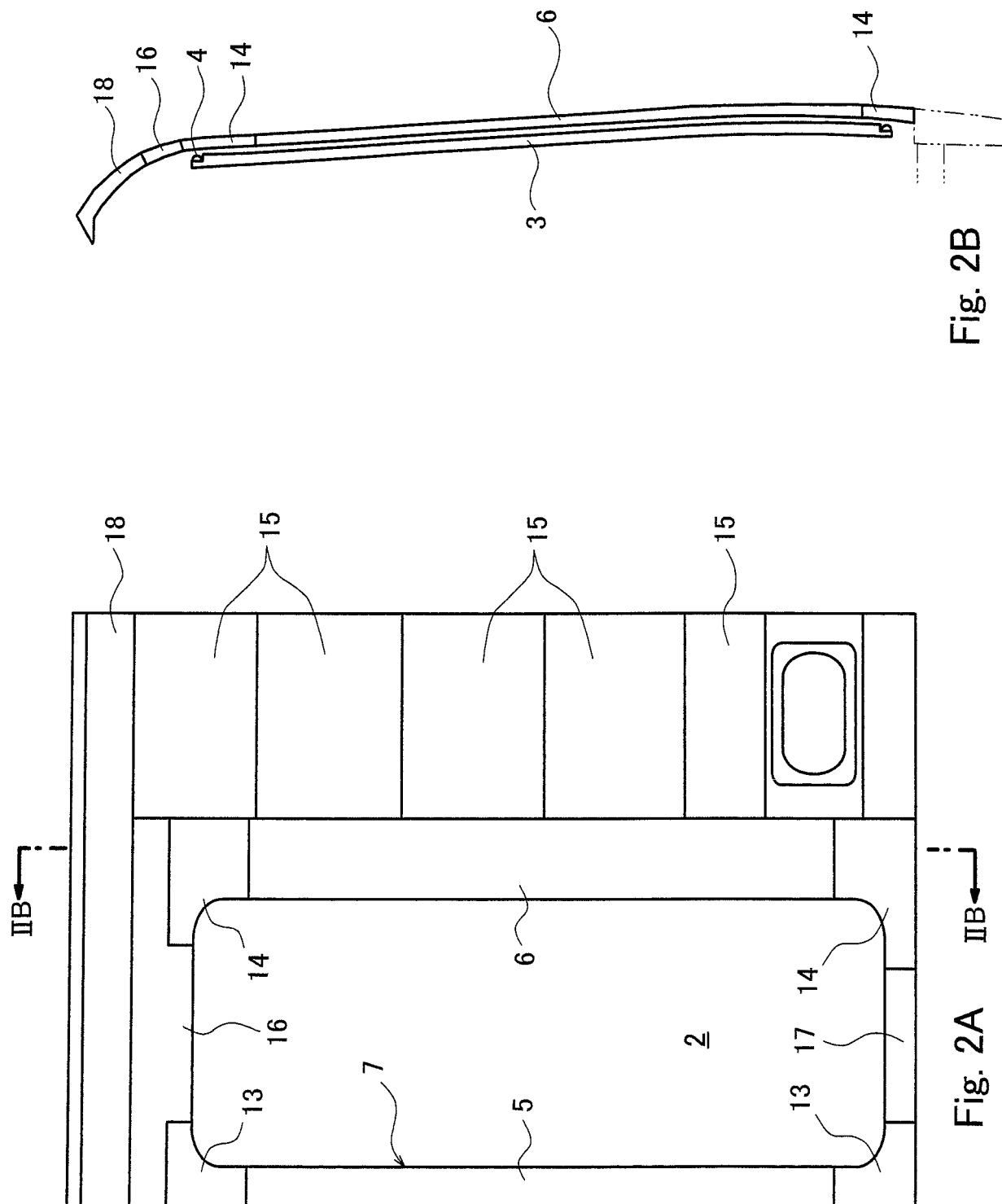


Fig. 2B

Fig. 2A

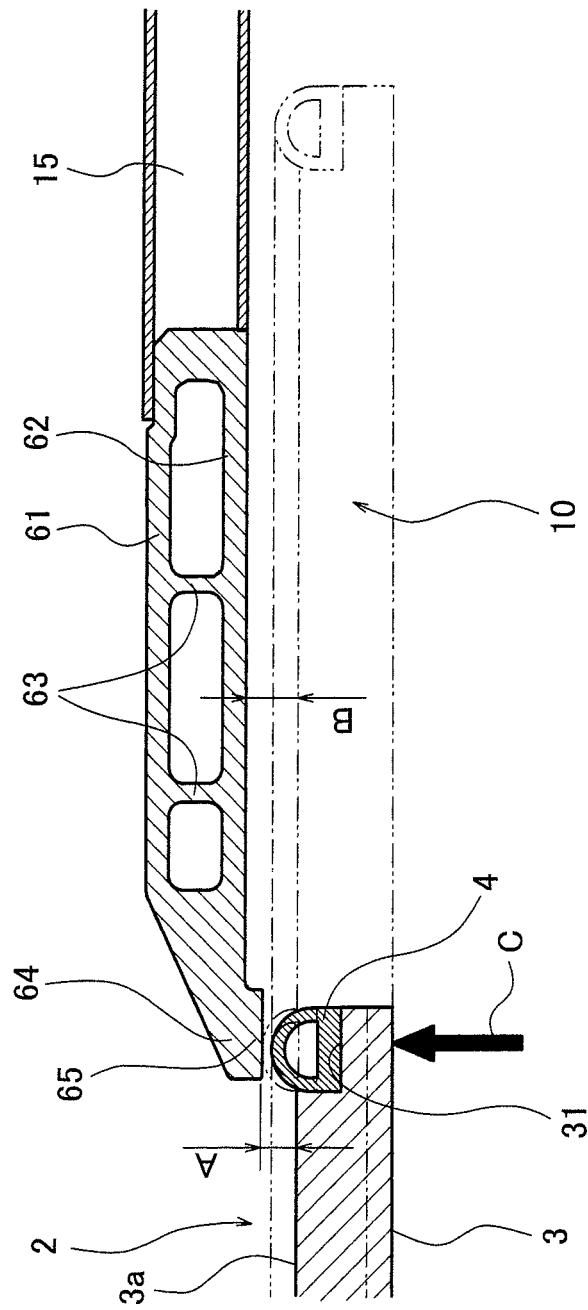
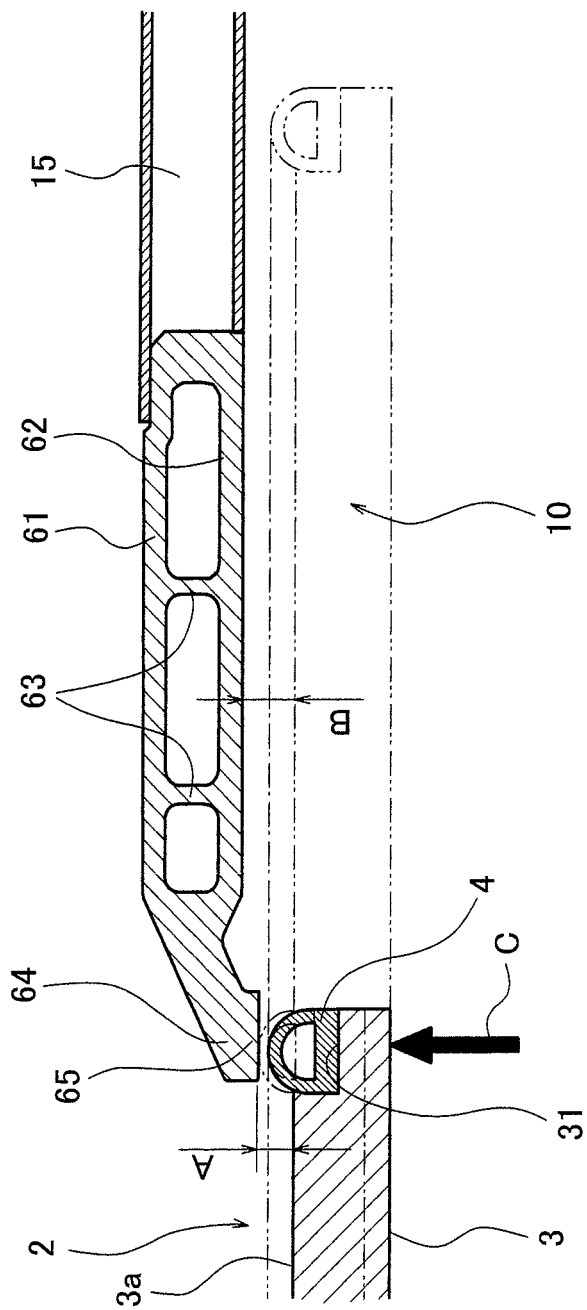


Fig. 3

4
Fi. 50

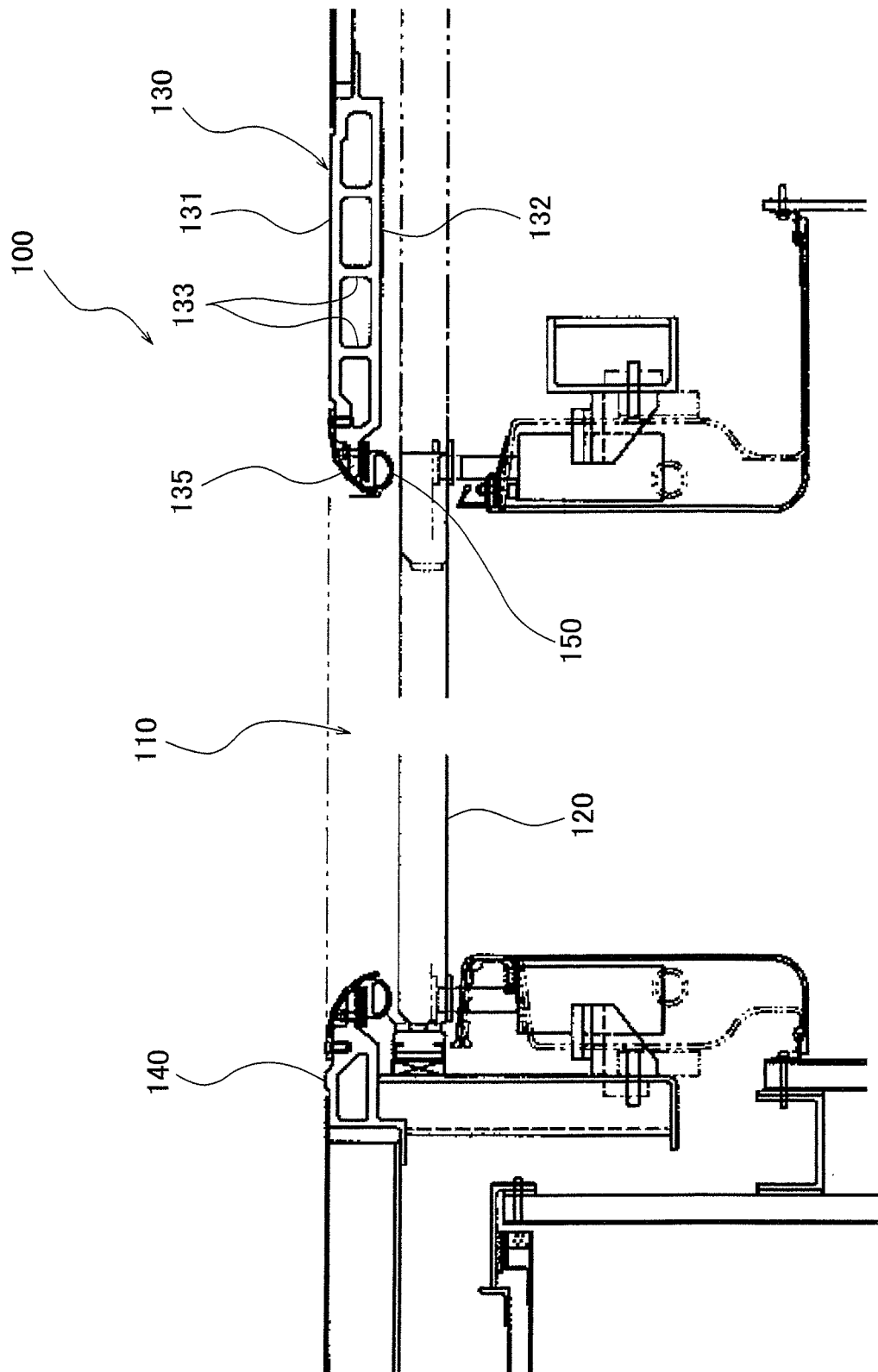


Fig. 5

REFERENCES CITED IN THE DESCRIPTION

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